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EL PORTAL UNDERCROSSING PROJECT OVERVIEW AND AMENITIES

1) Where is the project located?

The El Portal Undercrossing project is located in the City of Encinitas in the San Diego County segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. The undercrossing will connect North Coast Highway 101 to Vulcan Avenue and is located east of El Portal Street. The majority of the project is within the North County Transit District (NCTD) right-of-way.

The project area is adjacent to the LOSSAN rail corridor within the following boundaries:

- North Coast Highway 101 to the west
- Vulcan Avenue to the east
- North Court (west of the tracks) and Union Street (east of the tracks) to the north
- El Portal Street (west of the tracks) and Halcyon Road (east of the tracks) to the south

2) What benefits and improvements will be included in the construction of the El Portal Undercrossing? The project will:

- Connect neighborhoods, businesses, and Paul Ecke Central Elementary School on the east side of the railroad tracks along Vulcan Avenue to the beach, businesses and restaurants, west of the railroad tracks along North Coast Highway 101, providing greater accessibility.
- Create a safe way for cyclists and pedestrians to cross under the railroad tracks, avoiding conflicts with trains.
- Make it easier to navigate around railroad tracks, on a bike or foot
- Add new Americans with Disabilities Act (ADA) compliant sidewalks and walking paths
- Include improvements to address flooding and erosion during seasonal rains
- Install enhanced landscaping, similar to the Santa Fe Undercrossing
- Add a new rail bridge over the undercrossing that will accommodate future double tracking

3) What is the primary purpose of this project?

The purpose of the El Portal Undercrossing project is to create a safer and easier way for community members to safely cross under the railroad tracks, avoiding any conflicts with trains. The undercrossing will connect the beach, businesses, residences, and restaurants west of North Coast Highway 101 to the businesses, residences, and school east of the tracks. This busy rail corridor already services more than 50 passenger and freight trains each day, and since this number is expected to double by 2035, the safety, navigability and integration of the train tracks into the surrounding community is essential.

4) Which public agencies and contractors will be working in partnership on this project?

- **City of Encinitas:** Project sponsor and owner that will supplement SANDAG's public outreach efforts.
- **SANDAG:** Construction manager, overseeing all aspects of construction, scheduling, and public outreach.
- **AECOM:** Consultant to SANDAG for construction oversight.
- **NCTD:** Agency responsible for the rail corridor right-of-way.
- **TY LIN:** City of Encinitas' engineering consultant responsible for providing support related to project design.
- **Granite Construction Company:** SANDAG contractor for construction, project delivery, and day-to-day site operations, including the work of all construction subcontractors.
- **Katz & Associates:** Manager of the public outreach program for the project as a prime consultant to the SANDAG LOSSAN communications contract.

- **JPW Communications:** Support consultant for the public outreach program as a subcontractor to Katz & Associates and communications consultant to the City of Encinitas.

5) Why is the City building these improvements now? Why is this project important?

This project is part of the City's broader efforts to make it easier to travel throughout the community, whether driving, biking or walking. By creating rail undercrossings like El Portal, the City is providing the community a safe and convenient alternative to driving by providing easier access to area beaches, shops, schools, residences, and restaurants in this area. Construction of the El Portal undercrossing is one of several projects in Encinitas focused on enhancing connectivity and accessibility to the coastline while preserving and revitalizing North Coast Highway 101. The project has been designed to seamlessly integrate with future projects.

- The undercrossing will create a safer route to cross the tracks.
- Although only one track exists today, the undercrossing has been designed to accommodate two railroad tracks for when the SANDAG double-tracking project extends through this part of Old Encinitas in the future.
- Pedestrian trails that lead to the undercrossing will connect to the future Coastal Rail Trail segment in Leucadia, adding another important connection point to facilitate multimodal travel in the area.
- Project design accommodates the construction of new storm drains that will help alleviate some of the area's existing seasonal flooding issues.

6) How will this project maintain the neighborhood's charm and history?

Respecting the surrounding community character, the El Portal Undercrossing is designed specifically for this neighborhood – integrating public art and sustainable, unique features to balance Leucadia's unique community characteristics and needs.

- Based on input from the community in the planning phase of the project, an undercrossing, rather than an overpass, was identified as the best type of crossing for El Portal. The undercrossing will greatly enhance safety and connectivity between Vulcan Avenue and North Coast Highway 101.
- The El Portal Undercrossing has been designed with its own unique features, community-inspired theme, and public art. For example:
 - The undercrossing will feature its own wayfinding cairn (or stacked stone monument) that uses familiar, local materials including beach rock and stones.
 - Public art is included in the undercrossing design.

7) Why is the city building undercrossings and not regular at grade crossings?

The California Public Utilities Commission (CPUC) adopted the Federal Rail Authority's policy of reducing the number of at-grade highways and rail crossings in California. The CPUC states that new at-grade crossings are rarely approved. Approvals for an at-grade crossing require an applicant to meet restrictive criteria. These criteria include "among other things a demonstration of a compelling public need, that a grade separation at the location is impracticable, and a convincing showing that the proposed design eliminates all potential safety hazards." Thus, cost is not sufficient justification for an at-grade crossing. This is particularly true where rail traffic is high. Encinitas rail traffic would not be considered low use/light use and does not meet the criteria threshold to support at-grade crossings. The City continues to evaluate engineering designs to develop cost effective solutions to facilitate access over and under the rail line.

8) What is the process for adding public art to the El Portal Undercrossing project?

A public art component was planned as part of the project's design concepts. The intent is for the public art component to convey community-centric art and design features representative of Encinitas' rich and diverse history. The public art component would be reviewed and approved by the Arts Commission and City Council.

9) How will the project team coordinate with the Paul Ecke School during their pickup and drop off times?

SANDAG and the City will coordinate closely with the Paul Ecke School to communicate construction activities. There are no long-term lane closures planned on Vulcan Avenue, and any lane closures that might be needed as part of construction would require a traffic control plan, which requires the contractor to avoid school pickup and drop off times. The traffic control plan would also identify additional safety measures needed, such as a flagger, to ensure traffic flows through the area smoothly and safely. The traffic control plan would be approved by the City.

BUDGET, SCHEDULE, AND CONSTRUCTION

1) What is the timeline for this project? When will construction begin and end?

Construction of the El Portal Undercrossing began in mid-December 2020 and will be completed in spring 2022. Construction is expected to take about 18 months. SANDAG and the City will keep the community informed of construction notices and project progress. If you would like to receive updates, please visit keepsandiegomoving.com/contact and select “Lossan Rail - Encinitas Pedestrian Crossings.”

2) What is the scope and budget of the construction work for this project? What are the anticipated long-term maintenance costs for the project?

The work will include construction of Cast-In-Drilled-Hole (CIDH) piles (support columns), excavation of the undercrossing area, placement of a new bridge structure over the undercrossing, and construction of sidewalks, retaining walls, stormwater control devices, utility improvements, and landscaping. This project is designed to accommodate the City of Encinitas’ Leucadia Streetscape Project, future double tracking of the LOSSAN corridor, and Coastal Rail Trail.

Funding for the \$12.1 million El Portal Undercrossing project is a combination of local funds from the City of Encinitas and grants from the State of California Active Transportation Program. This project will not result in additional fees or taxes for City residents.

The revised project budget was approved by Encinitas City Council on Aug. 12, 2020 and confirmed by SANDAG on Aug. 14, 2020. The meeting documents are available on the SANDAG website at www.sandag.org and through the City’s website at www.encinitasca.gov.

3) What types of construction impacts will occur as a result of this project?

- Construction hours will generally be 7 a.m. to 7 p.m.
- Construction is expected to be completed in spring 2022 and began in mid- December 2020.
- The construction area will be fenced off for everyone’s safety.
- People may notice noise and lights during construction. The project will adhere to environmental protocols to minimize disturbances and impacts to the community.
- The construction will take place within the railroad area; however, infrequent lane closures of adjacent roadways are anticipated.
- There may be less street parking available along the railroad around the project area during construction. However, the City is working to prioritize parking pod construction with the Leucadia

Streetscape Project to minimize the potential for parking impacts in the area.

- Bike lanes may be temporarily unavailable, but cyclists can use the full righthand lane as with other stretches of Leucadia.
- There will be four weekends during the construction period when crews will be working 24-hours each day and train routes will be canceled (these are known as Absolute Work Windows or AWWs)

4) What process did the City go through to get approvals for this project?

The project was approved by the Encinitas City Council in October 2019, after nearly a decade of planning and public involvement. It is consistent with the City's Rail Corridor Vision Study and Active Transportation Plan. Additionally, this project is one of several grade-separated pedestrian rail crossings proposed within the LOSSAN rail corridor as part of the City of Encinitas Cross-Connect plan. The pedestrian undercrossing at Santa Fe Drive, between N. Coast Highway 101 and Vulcan Avenue, opened in 2013. The City has fully funded design of an undercrossing at Verdi Avenue and will initiate a study to evaluate two undercrossing locations in north Leucadia in January 2021.

5) What other projects are occurring in the Leucadia area and throughout Encinitas?

There are several existing and future SANDAG and City projects that are adjacent to the project. Projects include: LOSSAN Double Tracking, Coastal Rail Trail, North Coast Corridor – Build NCC, Cross-Connect, and the Leucadia Streetscape projects. The Leucadia Streetscape Phase 1 project will start construction in January 2021. The Leucadia Streetscape Phase 1 and El Portal Undercrossing teams will approach communications and outreach for the projects jointly to ensure information to the public is coordinated and consistent.

6) Are there any other undercrossings that are being planned? If yes, what locations?

An undercrossing study can be found on the [SANDAG's Keep San Diego Moving page](#) and the City of Encinitas' [Cross Connect website](#) where 12-14 locations have been identified for future undercrossings. City Council will determine which ones will be prioritized. The City will initiate a study to evaluate two undercrossing locations in north Leucadia in January 2021. New funding for under crossing projects will be considered in spring 2021.

7) What is the cost difference between this undercrossing project and others, like Santa Fe Undercrossing and Swami's at Cardiff?

The El Portal Undercrossing construction cost is approximately \$12.17.7M. The Swami's undercrossing which was completed in 2013 cost approximately \$5.9M. When the annual Construction Cost Index between 2013 and 2020 is applied, the corresponding cost becomes \$10.5 million.

8) How does this project interact with the Coastal Rail Trail that will be coming in Leucadia?

The El Portal Undercrossing project was designed to accommodate the future Coastal Rail Trail segment that will run parallel to the railroad tracks, as well as the future double track, which will add one additional set of railroad tracks through this section of the coastal rail corridor. The City of Encinitas continues to work closely with partner agencies to ensure the projects work together.

9) Will the El Portal undercrossing accommodate the planned double tracking in Leucadia or will the crossing need to be closed or re-built for the future double tracking construction?

The El Portal Undercrossing was designed to accommodate future double tracking through the Leucadia area. However, upon project completion of El Portal only a single track will be placed across the new rail bridge. Double tracking of railroad tracks is currently in the preliminary planning stage and no further funding has been identified.

10) What is the status of the Coastal Development Permit for the El Portal Undercrossing?

El Portal Undercrossing was part of a Coastal Development Permit that approved three railroad undercrossings including Santa Fe, El Portal and Montgomery. The permit was vested when construction began for the Santa Fe undercrossing.

ACCESSIBILITY

1) How will the project improve mobility and accessibility in the area?

The future El Portal undercrossing will allow residents and visitors to safely walk under the railroad tracks, avoiding any conflicts with trains.

The new undercrossing and walkways will provide safer access between Paul Ecke Central Elementary School and residences and businesses east of Vulcan Avenue, and residences and businesses on the west side of North Coast Highway 101.

The El Portal Undercrossing is centrally located between two existing legal at-grade railroad crossings at Encinitas and Leucadia Boulevards. This new undercrossing will create connection and access for bicycles and pedestrians between Vulcan Avenue and North Coast Highway 101 where none exist today.

2) Will the undercrossing meet ADA standards?

The undercrossing design meets all applicable ADA standards and will incorporate directional signage to ensure everyone can benefit from the new pedestrian and bicycle undercrossing.

3) In comparison to the Santa Fe Undercrossing, will the width be similar?

The Santa Fe Undercrossing has an 8-foot-wide path under the bridge, El Portal will have a 12-foot-wide path under the bridge, allowing more room for pedestrians and cyclists.

4) Will the new bridge accommodate two railroad tracks?

The undercrossing has been designed to accommodate two railroad tracks for when the SANDAG double-tracking project extends through this part of Leucadia, although only one track will be placed on the new bridge at this time.

5) Will there be a car connection to the undercrossing?

No, the undercrossing will be for pedestrians and bikes only.

ENVIRONMENTAL

1) What will the contractor do to minimize impacts on the environment during construction?

The project's construction contract and permit require the contractor to follow stringent environmental guidelines throughout construction including the development of a Storm Water Pollution Prevention Plan (SWPPP). This includes protecting water quality, materials recycling, controlling construction dust, properly disposing of hazardous materials, and monitoring for cultural resources.

2) How will the construction of El Portal affect stormwater runoff and local bodies of water?

The contractor will comply with the following National Pollutant Discharge Elimination System (NPDES) – Environmental Protection Agency permits:

- General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities
- Phase II Small MS4 Permit

The contractor will also develop a Storm Water Pollution Protection Plan (SWPPP) and obtain coverage under the Statewide General Construction permit via a Water Discharger Identification Number (WDID) for the project. The contractor's Qualified SWPPP Practitioner (QSP) will be required to be on-site to evaluate conditions of the site and ensure that all required BMP's are properly placed and functional. Stormwater runoff in the project area that used to enter the storm drain system untreated, will now run through a biofiltration basin before entering the storm drain culverts.

3) Will SANDAG and the City plant native plants as part of the construction of El Portal Undercrossing?

Native shrubs and grasses will be planted as part of the construction of the El Portal Undercrossing.

4) How does the new drain system connect with other projects by the City?

The El Portal Undercrossing takes into account area drainage to make sure it stays dry and there are systems to address standing water. Bioretention basins will be connected with the Leucadia Streetscape project to treat and discharge stormwater runoff south to "A" Street.

5) What are the plans regarding fencing in the project area?

NCTD has plans to install fencing on both sides of the railroad tracks throughout the LOSSAN rail corridor for safety purposes. The City of Encinitas and NCTD are working out the timing and the installation of the fencing. NCTD has agreed to delay the installation of the fence until after El Portal construction is complete. The style of the fence will be similar to the post and cable fence that is around the Coastal Rail Trail in Cardiff.

LEUCADIA STREETSCAPE PROJECT OVERVIEW AND AMENITIES

1) What is the primary purpose of this project?

The Leucadia Streetscape project includes a number of coastal improvements aimed at preserving and revitalizing 2.5 miles of N. Coast Highway 101 and provided improved accessibility to the area, whether in a car, on a bike or on foot.

2) Where is the project located?

The overall Leucadia Streetscape project is located on North Coast Highway 101, adjacent to the rail corridor between A Street and La Costa Avenue.

Phase 1 of Leucadia Streetscape includes roadway improvements between Marcheta Street and Basil Street. The City will start construction of Phase 1 improvements in January 2021.

3) What types of new benefits and improvements will be included in the construction of Phase 1 of the Leucadia Streetscape project?

- Roundabout on North Coast Highway 101 at El Portal
- Reduction of traffic lanes on Coast Highway 101 from four total lanes to two lanes
- Connection to the El Portal Undercrossing, which began construction in late 2020
- New bike lanes and wider sidewalks
- Street lighting
- Spaces to sit and gather
- Improved crosswalks
- Nearly 100 new trees planted
- Enhanced landscaping
- New stormwater treatment through biofiltration and dispersion
- Enhanced NCTD bus stops on N. Coast Highway 101

4) When will construction for this project begin?

Construction for Phase 1 Leucadia Streetscape will begin in January 2021, right after construction begins for the El Portal Undercrossing project. The two project teams will coordinate closely on construction logistics, communications and outreach to the public.

5) Which public agencies and contractors will be working in partnership on this project?

The Leucadia Streetscape project team includes City of Encinitas, roadway designer Michael Baker International, landscape designer MW Peltz + Associates, construction contractor Granite Construction, construction manager Psomas and communications and outreach contractor JPW Communications. All team members will collaborate on all aspects of the

public outreach program, acting according to industry best practices and ethical standards. The roles of the team include:

- **City of Encinitas:** Project sponsor and owner.
- **Michael Baker International:** City of Encinitas' consultant responsible for providing support related to project roadway design.
- **MW Peltz + Associates:** City of Encinitas' consultant responsible for providing support related to project landscape design.
- **Granite Construction:** City of Encinitas contractor for construction, project delivery, and day-to-day site operations, including the work of all construction subcontractors.
- **Psomas:** City of Encinitas' consultant Construction Manager, overseeing all aspects of construction and project schedule.
- **JPW Communications:** Support consultant for the public outreach program as a subcontractor to the City of Encinitas.

6) What is the scope and budget of the Phase 1 construction work for this project? What are the anticipated long-term maintenance costs associated with the project?

Funding for the \$7.7 million Phase 1 Leucadia Streetscape project has been provided by the City's General Fund and SANDAG's TransNet funds, which is the region's half cent sales tax for local transportation projects. The project is being constructed in phases based on current available project funding. The anticipated annual landscape maintenance cost for Phase 1 is \$25,000.

7) What is the vision behind the Leucadia Streetscape project?

The vision of the Leucadia Streetscape project is to celebrate and showcase the City's arts and culture, history, community charm and character through re-establishing the historic tree canopy, providing gathering spaces for our residents, improving accessibility and connectivity in Leucadia, and creating better access for our businesses.

8) How will parking be affected as part of the project?

There will be new temporary parking pods constructed on the east side of North Coast Highway 101 as part of the Leucadia Streetscape Phase 1 project. Driveways and entrances along Highway 101 will be installed for residents and visitors to enter the parking pods. There are currently 56 parking spaces within Leucadia Streetscape Phase 1. After the project, there will be 44 spaces on the west side and 24 spaces in parking pods on the east side. The total number of spaces post-project will be 68, which is a net gain of 12 spaces or 20%.

The east side North Coast Highway 101 parking is considered temporary until the final Coastal Rail Trail and Double Track alignments are set within the NCTD right of way. We will work with NCTD to retain parking on the east side once these future projects are set; however, the parking configuration may need to be modified.

9) How will cyclists that are traveling both southbound and northbound along the projects be affected?

As part of the Leucadia Streetscape project there will be a new buffered striped bike lane on North Coast Highway 101, there will be no shared vehicle/bike lane. However, for traveling north on the corridor at the El Portal roundabout, one can ride a bike on the sidewalk or claim the lane and travel through the roundabout just like a car.

10) What is the background on the project?

The Leucadia Streetscape project is the result of more than a decade of work by City staff and engagement with the community to ensure the project would both revitalize the area and preserve its history and charm. The City is moving forward with the Leucadia Streetscape project at a time when so many residents and businesses have been impacted by COVID-19. We want to send a message to our community that, while times are tough, we're still investing in improvements that provide benefit to residents and businesses and will ultimately contribute to our City's economic recovery.

11) Will the plan cause more traffic congestion?

This project will reconfigure North Coast Highway 101 from two lanes in each direction to a single, dedicated auto travel lane and buffered bike lane in each direction. Roundabouts at key intersections reduces friction between cars, bikes and pedestrians, and reduces the time cars on North Coast Highway 101 spend stopped waiting at traffic signals. Cars will also be traveling at slower speeds, which enhances safety in the project area. Slowing down traffic on North Coast Highway 101 will discourage cut-through traffic for drivers attempting to bypass the freeway during heavy congestion.

12) How will the Leucadia Streetscape project enhance safety?

Leucadia Streetscape will enhance safety on North Coast Highway 101 due to the following factors:

- Anticipated reduction of accidents for all modes of transportation: motorists, cyclists, pedestrians and transit users
- More efficient roadway design, wider sidewalks for pedestrians, and dedicated, buffered bike lanes to separate roadway users. Increased network of sidewalks and crosswalks at all roundabouts and at Leucadia Boulevard, Avocado, Phoebe, Daphne, Basil, Marcheta, and A Streets, plus, new pedestrian signalized crossings, to stop traffic and allow pedestrians to cross safely, at Diana Street and North Court
- Installation of historic-style street lighting to support nighttime pedestrian use, crossing and activities
- Wide, well-marked, buffered bike lanes to increase safety and support bicycle riding for all abilities, resulting in fewer motorist distractions and bike-car conflicts

According to the Federal Highway Administration: “Roundabouts improve safety with 90% reduction in fatalities, 76% reduction in industry crashes, 35% reduction in all crashes”

13) During Phase 1 of Leucadia Streetscape, will the stop sign at Marcheta be removed and replaced with an on-demand ped crossing?

During Phase 1 of Leucadia Streetscape the North Coast Highway 101 stop signs at Marcheta will be removed. A crosswalk with a rectangular rapid flashing beacon (RRFB) will be installed on the 101 at Marcheta for pedestrian crossings.

14) How will the Leucadia Streetscape project enhance quality of life in Encinitas?

- Transforms the highway into a linear park, similar to the Solana Beach Rail Trail, with recreational opportunities, heritage trees, and botanic enhancements throughout
- Improves access to North Coast Highway 101 businesses and the beach, whether you're in a car, on a bike or on foot
- Improves bus stops for users of public transit with overhangs, seating and safe N. Coast Highway 101 crossings
- Increases network of sidewalks and crosswalks, and provides easy access to new parking areas on the rail corridor
- Provides new opportunities for public art installations, community seating, and historic markers
- Creates much-needed updates to the rail corridor such as native, drought tolerant landscaping, and new storm drain infrastructure to decrease ponding and treat stormwater runoff with bioswales and dispersion areas

80% of Leucadia residents surveyed want to walk or bike to North Coast Highway 101 businesses and the beach, but don't feel safe or comfortable getting around on foot or bike.

15) How will the Leucadia Streetscape project enhance economic development in Encinitas?

- Natural extension of downtown Encinitas Streetscape completed in 2003
- The plan will create positive community-based economic development within Leucadia
- Property values are forecasted to increase and promote investment in quality projects
- Considerable TOT (tourist occupancy tax) increase is anticipated, as a return on investment
- Welcomes high-quality projects that add to community character and economic vitality

Downtown Encinitas experienced a 300% increase in sales tax revenue following their downtown streetscape improvements: furthermore, validating the potential success of these plans.

16) How will the Leucadia Streetscape project impact the environment in Encinitas?

- Restores the historical tree canopy along North Coast Highway 101 with nearly 1,000 new trees from A Street to La Costa Avenue, creating a negative carbon offset with the “linear park” design
- Reduces carbon emissions as a result of traffic-calming measures and increased mobility for residents and visitors to the area, whether in a car, on a bike or on foot
- Accomplishes many of the City’s ambitious Climate Action Plan goals with a single project
- Helps address Leucadia’s long-standing drainage issues, while providing treatment for stormwater runoff
- Adds drought tolerant landscaping

17) How will the Leucadia Streetscape project impact the trees planted currently along the median on Leucadia during Phase 1?

The Streetscape project makes a significant effort to retain every existing tree possible along the 101 particularly large, native and/or significant species. Due to the new median alignment, some trees need to be removed and in most cases are not recommended for transplantation. We will look to salvage and re-use the wood in the City for any trees that are removed. The Phase 1 project will add more than 100 trees through the entire project area.

18) What was the timeline in developing the plans for this project?

- **2003** - Downtown Encinitas Streetscape completed
- **2008** - Initiation of community visioning for Leucadia's Streetscape Project
- **2010** - City Council approval of Leucadia's Streetscape
- **2010–2018** - Gathering community input, property owner feedback, study and fine-tuning
- **March 2018** - Planning Commission approval of permits (March 1)
- **March 2018** - City Council approval of permits (March 21)
- **October 2018** - Unanimous approval by the California Coastal Commission (October 11)
- **August 2020** - Encinitas City Council unanimously approved construction plans for the first phase of the Leucadia Streetscape project and authorized advertisement for construction bids
- **January 2021** - Construction begins

19) What will be the yearly maintenance cost for Leucadia Streetscape upkeep?

The anticipated annual landscape maintenance cost for Phase 1 is \$25,000.

20) Does the Leucadia Streetscape invite more high-density development to N. Coast Highway 101?

The Leucadia Streetscape project does not change any zoning, height restrictions or density requirements.

21) Will emergency response times increase due to the Leucadia Streetscape?

The Encinitas Fire Department has required that emergency response times be properly addressed in the project's Environmental Impact Report and is confident that the road's proposed width offers ample clearance for emergency vehicles.

The new dedicated bike lane and park assist lane provide additional clearance for cars to pull over for emergency vehicles. Currently on North Coast Highway 101 during high volume traffic, emergency vehicles can be restricted by gridlock.

22) Does the Leucadia Streetscape project restrict beach access?

The project is anticipated to improve access to the beach by creating safer ways to cross N. Coast Highway 101, whether on foot or by bike.

23) How many phases are the Streetscape project?

The Leucadia Streetscape project is a 2.5-mile-long comprehensive roadway and community enhancement project. City Council prioritizes capital projects annually and they have not yet determined how many phases it will take to complete the full corridor. The project is being constructed in phases based on available project funding.

24) How many miles are included in Phase 1?

This current phase of construction on Leucadia Streetscape includes 0.4 miles of roadway improvements, between Marcheta Street and Basil Street, along North Coast Highway 101.

25) Once the project is complete will there be a new speed limit?

Speed limits are set by motorists and the 85th percentile speed. The process for updating posted speed limits includes a new engineering and traffic survey taken by the City of Encinitas to understand the new traffic behavior. Traffic behavior may change due to project road improvements. After a new traffic survey is complete, a new speed limit may be suggested to City Council for approval.

26) Will there be public art installed as part of this project?

The Streetscape project includes opportunity areas for art and other visual enhancements throughout the corridor. Artistic components will be considered separately as part of the City's public art program.

27) Does the City of Encinitas have plans to improve Vulcan Avenue similar to what they have done in Cardiff?

The City is currently studying ways to improve mobility on Vulcan Avenue for drivers, cyclists and pedestrians. Plans will be shared with the public once finalized.

28) What are the plans for any additional rail crossings, underpasses or overpasses for safe rail crossing between Leucadia Blvd and La Costa Avenue?

An undercrossing study can be found on the SANDAG's Keep San Diego Moving page and the City of Encinitas' Cross Connect website where 12-14 locations have been identified for future under crossings. City Council will determine which ones will be prioritized. The City will initiate a study to evaluate two undercrossing locations in north Leucadia in January 2021. New funding for under crossing projects will be considered in Spring 2021.

The city's Cross Connect website can be found by visiting <https://encinitasca.gov/Cross-Connect>. The SANDAG Keep San Diego Moving webpage on future developments can be found at <https://keepsandiegomoving.com/Lossan-Group/Lossan-intro.aspx>

29) Does the City of Encinitas have a full project rendering of the Leucadia Streetscape Project complete with a timeline?

Now that the City has issued the Notice to Proceed to the construction team, the construction contractor is in the process of finalizing the construction schedule for the project. This means we will know very soon what work is happening and when. As part of that process the communications and outreach team, will be using those schedules to create a very simple map with some of the project features called out and a timeline for when that work will take place. Upon approval of future Phases of Streetscape, City Staff will similarly prioritize the development of renderings for those Phases.

COMMUNICATIONS AND OUTREACH (BOTH PROJECTS)

1) What are the public outreach goals for the LOSSAN El Portal and Leucadia Streetscape projects?

The projects will provide tremendous value to the community once completed. While these are two separate City projects being constructed by two separate construction teams, the City and SANDAG are approaching outreach and communications for the projects jointly to ensure that communications and outreach efforts are coordinated, consistent, efficient and aligned.

SANDAG and the City are committed as partners to a thorough and comprehensive public outreach program throughout the construction of the projects. The goal of this program is to:

- Generate goodwill and trust between SANDAG, the City, and the public by committing to proactive communications about the projects
- Inform all audiences about the projects, benefits, construction impacts, and schedules
- Provide accurate and responsive, two-way communication about the projects to all audiences
- Provide technical information about the projects to the public in a clear, concise way, in plain language
- Use creative ways to engage the public on the projects given COVID-19 public health orders

2) How can I get information about the projects during construction?

Information is available on the City website at encinitasca.gov/streetscape and on the SANDAG website at keepsandiegomoving.com

Email: SANDAG – LOSSANRail@KeepSanDiegoMoving.com
City – streetscape@encinitasca.gov
Phone: [\(760\) 512-3800](tel:(760)512-3800)
Facebook: [@cityofencinitas](https://www.facebook.com/cityofencinitas) [@SANDAGregion](https://www.facebook.com/SANDAGregion)
Twitter: [@EncinitasGov](https://twitter.com/EncinitasGov) [@SANDAG](https://twitter.com/SANDAG)

3) How will the City and SANDAG work with local schools and businesses to communicate any traffic impacts or road closures during construction for both projects?

The contractors for both projects are required to submit traffic control plans to the City in the event that there are any major shifts or impacts to traffic needed to accommodate construction activities. The communications and outreach teams for both projects will coordinate closely to share updates with the public in the event of such changes.